



## **MV Energy Partner** of Ulstein PX121 DESIGN



### **TECHNICAL OUTLINE SPECIFICATION**

#### **MULTIPURPOSE FIELD SUPPLY-, PIPE CARRIER, SPECIAL PURPOSE VESSEL**

Rev.: 07/01/2026

**Yard: Hull #N570 @ Cosco Guangzhou Shipyard, China**  
**Delivered 14/01/2016**

**Name of ship: Energy Partner**  
**Port of registry: Aalesund**  
**Distinctive number or letters: LAVB8**  
**IMO Number: 9709128**  
**Maritime Mobile Service Identity (MMSI): 257 471 000**  
**LR ID: 9709128**  
**DNV ID: 37224**



## MAIN DESCRIPTION

Type : PLATFORM SUPPLY VESSEL.

Classification:

\* LR X 100 A1 Offshore Supply Ship, Firefighting 1  
2.400 m<sup>3</sup>/h with waterspray HNLS  
IWS ECO (TOC) LMC UMS DPA (AA)

ERN 99.99.94.86

## MEASUREMENTS

Length o.a.	: 83,4m
Length p.p	: 79,553m
Breadth mld.	: 18,00m
Design draught	: 6.0m
Draught max.	: 6,70m
Moulded draught to M.D.	: 8,00m
Lowest service draft	: 3,2m
DWT	: 4138T
Gross Tonnage	: 3638
Net Tonnage	: 1295
Deck load, VCG	: 1950T

## CARGO CAPACITIES

Work/Cargo Deck area: 858m<sup>2</sup> (L 50,4 x B 15 + L 7 x B 14,5)

Usable Deck area: 850m<sup>2</sup>

Deck strength: 10t/m<sup>2</sup> aft of #35, 5t/m<sup>2</sup> elsewhere

Cargo tks : Vessel has 10 x combi tanks for mud/brine /slop/ etc.

## DISCHARGE RATES

Fresh Water	: 576m <sup>3</sup>		0 - 200m <sup>3</sup> /hour -	9 bar
Fuel Oil	: 1464m <sup>3</sup>	- 9208 US bbl	0 - 200m <sup>3</sup> /hour -	9 bar
FO giveaway	: **1000m <sup>3</sup>	- 6289 US bbl		
Liquid Mud	: 1292 m <sup>3</sup> total volume	- 8132 US bbl	2x 0 - 75m <sup>3</sup> /hour -	18 bar
(Water based	: *1163m <sup>3</sup> i.e.@ 90% Sg. 2,8	- 7315 US bbl)	2x 0 - 75m <sup>3</sup> /hour -	18 bar
(Oil based	: *800m <sup>3</sup>	- 5031 US bbl)	2x 0 - 75m <sup>3</sup> /hour -	18 bar
Brine / Slop	: 1163m <sup>3</sup> i.e.@ 90% Sg. 2,8	- 8132 US bbl	75m <sup>3</sup> /hour -	18 bar
DW/ballast	: 1446m <sup>3</sup>		0 - 200m <sup>3</sup> /hour -	9 bar
Methanol	: 153m <sup>3</sup> 2 tanks	- 962 US bbl	2 x 0 - 75m <sup>3</sup> /hour -	9 bar
Baseoil	: 257m <sup>3</sup> 2 tanks	- 1616 US bbl	0 - 150m <sup>3</sup> /hour -	9 bar
Cement/barite	: 255m <sup>3</sup> 4 tanks	- 8969 Ft <sup>3</sup>	2 x compr. 30 m <sup>3</sup> /min.-	5,6 bar
Slop	: 506m <sup>3</sup> 4 comb tks	- 3182 US bbl	2x 0-75m <sup>3</sup> /hour -	18 bar

\* Max capacity of each product

\*\* According to IOPP regulations



Height of cargo rail: 4m

All mud / brine tanks have agitators.

Inert Gas Generator installed, capacity: 100 Nm<sup>3</sup>/h with 97% nitrogen (N<sub>2</sub>) purity.

Flow meter for Fuel Oil and FW.

Loading and discharge stations on both sides amidships and aft.

Work air on Main Deck: 7 bar

Lashing points on Main Deck:

16 x lashing points (A) SWL 5T on cargo rail

28 x lashing points (B) SWL 5T on cargo rail

18 x flush D-ring (A) lashing points SWL 10T on cargo rail

6 x flush D-ring (B) lashing points SWL 5T on cargo rail

30 x deck socket for lashing

12 x rollers (6 each side) for tugger wire arranged in cargo rail

## **MACHINERY -PROPULSION**

## **PERFORMANCE @ draft 4,8m**

Main eng.: 2 x Caterpillar C3512 1630 kW each  
Generator: 2 x Leroy Somer LSA 52.2 M60/4p  
Main eng.: 2 x Caterpillar C32 994 kW each  
Generator: 2 x Leroy Somer LSA 50.1 M60/4p  
Emergency gen. : Caterpillar C4.4, 99 kW  
Propellers : 2 x Schottel STP 1212, 1,600 kW each  
Bow thruster: 2x Tunnel thr. CP Schottel 880 kW each

Full speed (all generators running) : 14,5 kts ~ 18,1 mt/day  
Service speed/cons. : 13 kts ~ 15,5 mt/day  
ECO high speed : 11,5kts ~ 10,3 mt/day  
ECO medium speed : 10,8kts ~ 8,6 mt/day  
Eco speed/cons. : 10,5 kts ~ 7,7 mt/day  
ECO slow speed : 10 kts ~ 7 mt/day  
DP nice weather 2 gen online : 4 mt/day  
DP med. weather 2 gen online : 6 mt/day  
DP rough weather 4 gen online : 6,6 mt/day  
Port consumption : 1 mt/ day

## **DECK/RESCUE EQUIPMENT**

## **ACCOMMODATION**

Lifesaving equipment according to NMA requirement  
1 off Fast Rescue Craft: Mare 600 FRB, inboard diesel  
1 off (SOLAS approved) TTS Davit  
Life rafts : 2x20 +1x6pers. each side  
Survival Suits : 30  
Life Jackets : 30  
Tugger Winches : 2 x 10t  
Capstans : 2 x 10t  
Windlass/Mooring : 1 double 15t  
Cranes : 3t@18m  
Waste Compactor : 1 off  
FIFI 1 - 2 x monitors : 3.820m<sup>3</sup>/hr – 120m

Total : 26 persons  
Cabins : 14 x 1 (single) bed cabins  
Cabins : 6 x 2 (double) bed cabins  
Day room Smokers : 1 off, B deck  
Day room No smokers : 1 off, A deck  
Mess room : 1 off, A deck  
Hospital : 1 off, Main deck  
Reception : 1 off, Main deck  
Laundry : 1 off, Main deck  
Gymnasium : 1 off, Main deck  
Ship's office : 1 off, C deck  
Conference room : 1 off, C deck



## REEFER SOCKETS ON MAIN DECK:

6 pcs of reefer sockets 440v/32amps, located close to tugger winches - 3pcs each side

6 pcs of reefer sockets 440v/32amps, located behind buoyancy room in crash barrier(midship) - 3pcs each side

1 pcs reefer socket 220v/16amps located in deck workshop.

## NAVIGATION EQUIPMENT

1 off S-Band JMCJMA -9132-SA ARPA radar  
1 off X-Band JRC JMA -9122-9XA ARPA radar,  
1 x JRC JAN-901B-FOR DGPS for navigation  
1 x Transas Navi-Sailor 4000 MFD ECDIS system  
1 x Magnetic compass Yokogawa SR-165  
3 x Yokogawa CMZ900 Gyro  
1 off Echo Sounder  
1 off Doppler speed Log  
1 off DP system K-POS DP 2  
3 off MRU D  
3 off Windobserver II sensors  
2 off Seatex DPS 110  
1 off Cyscan Mark IV Laser Pos Ref System  
1 off Radius 1000 w/ 2 x interrogators and 1 x Radius 700

## COMMUNICATION EQUIPMENT

1 off JRC JSS-2150 MF/HF SSB w/ DSC  
1 off JRC NCR-333 Navtex receiver  
2 off Inmarsat C (with SSAS & LRIT)  
1 off JRC JUE-251 Fleet Broadband  
1 off KVH VSAT system  
2 off JRC JHS-770S VHF with DSC  
1 off JRC JHS-770S VHF  
3 off Entel HT 544 portable GMDSS VHF's  
1 off Entel HT 649 portable VHF  
3 off Entel HT 743 portable UHF's

## TELEPHONE SWITCH BOARD:

Intercom: Ulstein VCOM

## FIRE FIGHTING SYSTEM:

According to Class requirement  
Fire fighting in Engine Room by Water mist (local application) CO2. In Paint Store by sprinkler





**GOLDEN  
ENERGY**  
OFFSHORE

## Golden Energy Offshores PX 121 series General

Golden Energy Offshores PX 121 series are state of the art vessels with high capacities and good station keeping capabilities.

The hull form, with the ULSTEIN X-BOW®, and the diesel electric propulsion system, ensures exceptional performances with regards to fuel consumption, sea keeping, station keeping, speed, stability and cargo capacity.

Low fuel consumption with low emissions makes the vessels environmental friendly.

The cargo systems ensure safe and efficient loading and discharging of the Vessel.

The propulsion system comprises two azimuth type propellers, each driven by an electrical motor.

Two tunnel thrusters are installed in the fore part of the Vessel.

The vessels have very large deck capacities for this class of vessels.

The vessel has the notation FiFi1 and can perform firefighting operations.

Compliance with MEPC 197(62) Inventory of Hazardous Materials ensures the vessel is built environmental friendly.

### Chartering & Operation Managers:

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